Nicholson
Whaling
Collection

Gift of
Paul C. Nicholson

Providence Public
Library

Wh
A225
1859j

49

		Station.	Residence
Samuel	Lawrence	Master	Falmouth Mass
Marcus	Beard	First Officer	Brooklyn. N.Y.
John H	Parker	Second =	Sandwich. Mass
George L	Bowman	Third =	Falmouth =
William	Vandorus	Fourth =	New London. Con
Edward	Leighton	Boatsteers	London. Eng
William	Heughon	=	
Garrison	Green	=	Vernon
Joseph		=	
Daniel	Crilly	Steward	Lowell. Mass
Thomas	Conroy	Cooper (native of Ireland)	N.Y.
John	Davy	Carpenter	Bathurst. N.B.
Thomas C.	Wicks	Cook	Concord. N.H.
Charles H.	Arnold	Seamen	
William	King	=	
James	Done	=	Providence. R.I
Daniel	Gordon	=	
John H	Northop	=	
Horiam	J Neal	=	Vienna Maine
Abram	Mc Farlan	"	Saratoga. N.Y.
George	Cornell	"	New Bedford Mass
Cornelius	Rylea	=	N.Y.
Barnard	Fallon	=	Salem Mass
Michael	Killeen	=	Philadelphia City
John H.	Noyes	=	Flores. Western Island.
Paulo	J da Sylveira	=	Pico = = =
Joao	Corgosa de Seamas	=	Flores = = =
Joao de	Freitas	=	Pico = = =
Manuel	Joaquim	=	St Maria = =
Alfred	Maxwell	=	Rio de Janeiro. S.A.
Thomas	Davies		Philadelphia.

Ship Adderson: Capt Lawrence

Mon 28. the fore part of this day I spent in landing about Town. at 8 P.M. came on board. and went to duty employed in stowing down water in the fore hold; at 10 A.M. went ash to Mr Bates and got my order. and at the same time signed the Articles of this. this day has been very pleasant, but quite warm. and a very light air

Tues 29th commenced this days work by stowing down water. during the day brought two rafts of water of from the shore and stowed the most part of it down

Wen 30th commenced this day by stowing down water. and putting things to wright between decks, also towed in a small raft of cash (containing but two) but could not get them filled to day. during the afternoon washed of decks and swung down. part of the chains stowed the Port chain down in the fore hold and set up some of the head gear. making ready for to sail to on the following day. being from the Southard most of the day. this morning the fourth Mate Mr Van Dorus. came on board and went to work, and this Evening Benjimen F Stye and William Crocker gave me each a Letter to carry Home. and each one containing an order for there Voyage

Th. Dec 1st commenced this day by washing of decks. went on shore & got ti two casks of water. took in on board, sent the Fish Tackle up forward and fished the Starboard anchor, Ship all ready for Sea. at 9 A.M. went up to the Consuls Office and received my money Consul money

Honolulu November 2d. 1859

Th Dec 1st — which I paid over to Captain Lawrence ($23) as he had lent me that — same amount on the 24th of November. varied ahead to get out. as it is from the Southard. at — 1 P.M. the Ship Sharon sailed from this Port. at 2 P.M. the Police searched the ship for Deserters and in so doing they found one

Fry 2nd — Ship all ready for sea but — as the wind blode quite fresh from the Southard we did not — attempt — to go out.

Sat 3rd — this day commenced with a fresh breze from the Southard. Ship all ready for sea. waiting for a leading wind, nothing worthy of notice to day.

Sun 4th — these twenty four hours commenced with a beautiful day. Spent — most of my time to day on shore. in going to Church. and visiting my Shipmates

Mon 5th — commenced this day by washing down decks & stove short on the Chain at 10 A.M. run a line from each bow hawled taught, and stove up the anchor and bated it —

The remainder of this book is Blank

Beef Sea Time Abl (Nautical Time)

Tues 6th — these twenty four hours commenced with a fine breze from the North & Eastward. at — 1 P.M. the Pilot came on board and both the mate employed the fore part — in taking the anchors on the Bow and lashing them Steering for the Southard & East and at — 4 P.M. (have

Remarks on board Ship Adderson

Tues 6th — boat crews. and commenced to get the boats ready. wind about N.E. middle part wind very unsteady steering most S.E. latter part light. steering S.S.E. Lat — 21° 6 N. Long 157° 40 W.

Wed 7th — the fore part of these twenty four hours commenced with a moderate breeze steering full and by. wind varying from East to S.E. two sails in sight the Barque Bearing of Boston which sailed about the two hours ahead of us. is now on the weather beam about six miles distant. employed to day in getting the boats ready. and reeving some F.F.S. sheets & sheetlings & F.S.S. bentlings middle and latter part wind very unsteady. employed the latter part in coiling lines and working on the Boats. one Sail in sight from aloft. Lat 21 24 N. Long

Thurs 8th — these twenty four hours commenced with a light brage all Sail set steering by the wind. one Sail in sight employed the fore part in reeving new fore sheets. & main tacks. middle and latter part moderate breze. wind about East. employed the latter part in drawing yarns & making Spunyarn. Lat — 17 25 N. Long 158 W.

Fri 9th — these twenty four hours commenced with a fine pleasant breze from abaft E. Ship heading S.S.E & S by E. all sail set. employed the fore part in making Spunyarn. middle and latter part much like the fore part — so ends this day Lat — 15° 24 N. Long 156 33 W.

Capt Lawrence from Honolulu to
New Zeland Dec 6. 1859

Sat 10th these twenty four hours commenced with
a strong breze. all sail set steering by the
wind Ship heading S.E. by S. wind about
E by N employed the fore part in drawing
yarns and making Spunyarn
midle and latter part strong breze
Steering S.E. by S. Lat 19 36 S
Long 157 57 W

Sun 11th these twenty four hours commenced
with a fresh breeze. at 2 P.M. tooke in
F & Mis T.G. Sail. at 4 squared in the
yards Steering S by E. wind about E by S
at 6 P.M. kept to the wind and tooke
in the togalantsail. and sent a Boy to the
to stand a lookout from the F.T.M. cross
trees. (looking out for a reef) Remark
I have not enjoyed very good health
since I have been on board of this Ship
my Stomach being all out of order
midle and latter part fresh
breze. midle part Ship by the wind
heading S.E by E wind S.E by E
at 6 A.M. raised a sail of the lee beam
under short sail Steering I should think
S.E. at day light squared in the yards
hawled in down the main tack and
set the M. T.G Sail Steering S by E
Lat 19 11 S
Long 157 11 W

Mon 12 these twenty four hours commenced
with a fresh breze Steering S by E. and
S.S.E. wind about E.S.E. at 1 P.M tooke
in M.T.G Sail. at 7 P.M. double reefed the
topsails. midle part squaly. at 5 A.M
tooned out the reefs and set the
M.T.G sail. latter part moderate breze
at 9 A.M. set the F & Mizen topgalantsail
no observation to day

Remarks on board Ship Adderson

Tues 13th these twenty four hours commenced with a moderate breeze. and a steady rain, all set sail set steering on the wind at 9 P.M. gave some new jib sheets, wind about S. E. middle part heavy squalls at 11 P.M. close down the topsails and reefed the Fore & Mizen. standing on the wind all night. was wareing ship every few hours. Ship heading S. on the Starboard tack & S.E by S on the other. at 5 P.M. turned the reefs out of the fore topsail. latter part squaly with heavy rain. no observation

Wed 14th these twenty four hours commenced with a squaly wether and rain at 2 P.M. set the M & Fore T G Sail. middle part very light breeze. at 2 A.M. moderate breeze with rain steering S by E. at 6 A.M. carbon to light breeze during the latter part gave some new Mizen Topsail sheets. no observation to day

Th 15th these twenty four hours commenced with a light breeze. Main Top Galansail set Steering S S W. at 7 P.M. wore Ship and headed to the Norrod. at 10 P.M. carbon at 1 A.M. light breeze from the S.E. Ship heading E N E. wore ship at 2 A.M. at 4 A.M. raised white water on the lea bow wore ship again and stood to the Eastward. at daylight wore again and made all sail. at 9 A.M raised a breach from aloft (probaly a jumper) employed the latter part working in the rigging. latter part light breze and very pleasant.

Lat — 9 11 7
Long 157 15 W

Fry 16th this day commenced with a light breze steering on the wind Ship heading S.S.W. wind about S.E. employed

Capt Laurence from Honolulu for New Zealand Dec 13th 1859

Wed 16th ... ing the rigging ... at 7 AM ... for ... the ... wind. Ship heading S W by S. ... middle and latter part light ... Lat ... Long 154 ... W

Sat 17th ... these twenty four hours commenced with ... light ... all sail ... steering ... the wind employed in the rigging ... at 4 PM ... the ... of the Main sail and fore ... it ... and then set ... middle and latter part ... with ... the fore part ... latter part in reefing ... an old topsail Lat 00 19 N Long 160.00 W

Sun 18th ... light ... fore ... with a light ... Employed ... rigging ... old topsail ... middle & latter part ... Lat 0.01 N Long 160.04 W

Mon 19th ... with a ... Light ... used about ... middle & latter part ... moderate ... Lat 1.09 S Long 160.55 W

Tues 20th ... part ... and ... with a ... all, and steering ... wind ... heading to the ... and ... Eastward ... middle ... light ... at 6 PM ... Wheeler ... about ... and ... used ... P. M. ... for ... Lat 2.96 S Long 161.15 W

Wed 21st ... with a ... light ... employed ... middle ... Wheeler ...

Remarks on board Ship Anderson
Capt Laurence

[illegible] and [illegible] wind [illegible] the wind [illegible] wind ship [illegible] S.S.E. [illegible] E. middle and latter part [illegible] Long 160 94

[illegible] and the first twenty four hours commenced with a moderate breeze and sail set steering S.E. wind about N.N.E. a number of [illegible] middle and latter part moderate breeze steering S.E. middle part wind E.S.E. latter part wind S.S.E. so ends Lat 6, 39 S Long 159, 38 W

May 23rd These twenty four hours commenced with a moderate breeze and sail set steering S.E. wind about N.N.E. a number of [illegible] middle part light variable and unsteady with some Lightning & rain. latter part much the same. so ends one Sail in sight 6, 30 S 159 08

Sat 24 these twenty four hours commenced with a light air and sail set. Ship heading to the Southward & Eastward course S.E. one sail in sight. employed in mending sails. middle part light variable winds and heavy squalls. latter steering S.S.E. at 10 A.M. spoke with the Ship Langaby. two Whales seen leaving the Island. had seen them four times. so ends Lat 7, 02 S Long 159, 01 W

From Honolulu to Key-Deland Dec 21st 1857
South Pacific Ocean

Sun 25th Those twenty four hours commenced with a light breeze employed the first part in running with the Lagoda middle and latter part moderate breeze steering the middle part S.E. latter part S.S.E. at 8 knots. Lat 9.16 S
Long 11

Mon 26 This day commenced with a moderate breeze all sail set steering S.S.E. course about E. by N. at 4.30 PM. gammed with the Ship (Bark rigged) Lagoda. middle and latter part moderate breeze with frequent squalls at 8 knots Lat 10.15 S
Long 157 27 W

Tues 27th This day commenced with a light breeze. Ship steering to the Southward and Eastward at 1 PM. gammed with the Ship Lagoda. middle part squally latter part moderate at 10 AM. gammed again with the Lagoda. employed the part in over hauling the blocks and stays forward. at noon Lat 19.11 S
Long 157.19 W

Wed 28th Those twenty four hours commenced with a moderate breeze. all sail set steering S by E. gaining with the Lagoda. at 2 PM. wrote a letter to send in by the Lagoda. middle part squally and at the squalls were gone. there generally a calm reduced ship going under topsails foresail & jib middle of the night at four AM. made all sail steering S by E. middle part moderate
Lat 16 20 S
Long

Thurs 29th Those twenty four hours commenced with a moderate breeze all sail set steering S by E. by compass. at 2 PM. gammed with Ship Jacintha (Bad stay) middle and latter part moderate breeze employed the latter part in bailing out fresh water & Flour and meat and shifting cargo to stern hold Lat 16.20 (57 ½ S

Remarks on Board Ship Anderson
Whytootaehe / Capt Laurence

Sun 31st These twenty four hours commenced with a moderate breeze. all sail set steering Sly & employed the fore part drawing yarns middle and latter part light breeze employed the latter part in making spun yarn no observation to day steering Sly & at 7 AM. the sails in eight fathom aloft.

Mon 1st Feb These twenty four hours commenced with a light breeze all sail set steering to the Southward & Westward wind about N. employed making spunyarn and sinnet on the 30th at 6.30 AM. first tow the sheets on the port topsail yard (one on each yard now) middle & latter part much like the first of last part to wind about NNW, at daylight kept of Ship of SW. this is not as it should be as a Sabath is no unnessary work being done the object of keeping this day for Sunday is that of Whytootaehe they are one day ahead of the Wright time. and as we shall be there by night. and as we intend to remain there two and if we keep our Sabath to we shall have to keep two one day more (but I think that it is a very wrong thing to shift the days so as to suit our convenience) at 10.30 AM. Whytootaehe one of the Friendly Islands (Group about 17 miles distant Lat 18°51'

Long 179°99

Sun Jan 1st 1860 These twenty four hours commenced with a light breeze all sail set steering to the Westward. for Whytootaehe about 12 miles distant at 12 AM at 8.30 aboard and the first officer Mr Beard went ashore. five sails in sight one having passed us and the others bearing at 7 PM. came with the Gen Test of Hobart. at 6 PM. the Boat returned from. her bringing off a pilot of Mr Gault & Mr Gault & staying for the night at 8 PM. Mr Gault & family

Wm Lee Tas. Sun. 1st-1860

From Honolulu S.I. to New Zealand

December 31st 1859 to Jan 7th 1860

Jan 1st ... at 7 AM hoisted the Larboard Main-boats and veered astern. Captain Lawrence and Mr Mant ashore. 1st 5th to 1st 9th employed the latter part in bringing up Mant and her boats from shore bringing up wood and provisions. four Ships laying off and on

Jan 2nd this day commenced with a fresh breeze employed in bringing up Fruit. and two Whaleboat boats bringing up wood from shore. also procured some Potatoes and hogs at 6.30 PM. the Capt came on board, and a boat came along side of from the Ship Minerva. but stopt but a short time. at 7 PM wore Ship and made all sail steering S.W. for New Zeland, middle and latter part fresh breze employed. the latter part in stowing up Fruit. so ends: Lat —

Long

this day commenced with a fresh breeze M Royal set steering S.W. employed as Ship Mate. middle and latter part same as the same. so ends this day Lat — 9 9 11 00 S

Long 10 57 1

these twenty four hours commenced with a fresh breeze all sail set steering S.W. Employed the first part in making Sinnet. middle and latter part fresh breze

Lat — 9 9 5 7 S.

Long 1 6 7 11 W

these twenty four hours commenced with a fresh breeze all sail set steering S.W employed the first part in mending the sails and repairing down the cabin gally. at 9 PM. took leave middle and latter part more moderate. so ends Lat — 9 4 9 4. S

Long 1 6 9 W

these 24 hours commenced with a moderate breeze. variable N.E. steering S.W.

Remarks on Board Ship Addison
Capt Laurence

Fry 6th These twenty four hours commenced with a moderate breeze. all sail set steering S.S.E. wind N.E. at 6 PM the wind hauled about N.N.W. the middle and latter part much like the first steering N.W. employed the latter part in bending the rest of the anchors. and scouring decks. so ends Lat - 43.15 South
Long 169.09 West -

Sat 7th These twenty four hours commenced with a light breeze all sail set steering W.S.W. employed in Ship duty. middle part moderate latter squally with rain. Saw sail in sight steering on the same course W by S no observation to day. so ends
260 m. 171 W

Sunt 8th These twenty four hours commenced with rain and squally. middle part much the same. at 8 PM spoke the Ship Rambler of N.B. homeward bound. at 10 A.M. parted with the Rambler. latter part light winds. steering for the Southward & Westward.
265
172.15

Mon 9th These twenty four hours commenced with a light breeze. all sail set steering on the wind. in company with the Ship Rambler Capt Hobbs Capt Laurence went on board of the R— middle and latter part much like the first steering S.W. during the latter part of this day. sent down the F.T.G. head Stay and sent up for a Main S.S. Staysail Stay. send up the jib and sent it for a M.S.S. Staysail. sent another jib. and for Staysail. sent it up the mast F.S.M. Staysail. and sent another. so ends this twenty four hours
Lat — 42.30 S.
Long 172.15.0 W

From Honolulu to St Peter Island

June 1860

Sun 10th These twenty four hours commenced with a light air from S.W. & inclined to rain on the sails. The Ship Rambler is about three miles distant from starboard beam under all sail steering S.W. by W. Employed in setting up stanchions. Latter part employed in setting up stanchions. So ends. Lat — 27°15' S
Long 179°11' West

Mon 11th This day commenced with a light air steering S.W. by W. hove to about 8 P.M. employed in repairing spun yarn middle and latter part employed in knotting like the first part. So ends Lat — 28°00 S
Long 179°00 W

Tue 12th These twenty four hours commenced with a gentle breeze employed in ship duty. on the 11th sent a main stay sail one sail in sight. (the Rambler)
middle and latter.

28°00
179°00

Wed 13th These twenty four hours commenced with a light air. saw the Ship Rambler three or four boats down (probably after black fish)
middle part middle and latter part much like the first latter part moderate breeze employed the latter part bailing out fish water. 28°54 178°

This is Saturday

Sat 14 the 14th instead of Fry 13th for I have made a mistake of one day during this week. Lat — 29°09 S
Long 178°20 W

Sun 15th These twenty four hours commenced with a moderate breeze. steering W by S wind S.S.E. all sail set. at 5 P.M. spoke with the Rambler. Capt Wellis

Remarks on Board Ship Adderson
Capt — Lawrence

Sun. 15th Light ... at 6.30 P.M. raised Land which proved to be Sandy Island. at 8 P.M. took in the light sails standing W S W. at 11.30 P.M. hove to with the head yards back. sounds this day Lat — 9 9 S
Long 178 20 W

Mon 16th these twenty four hours commenced with a moderate breeze all sail set. about three miles distant from Sandy Island. in pursuit of Whales, at 1 P.M. raised three sail viz Bark Belle of Fairhaven Bark E L = = B. Penn = = = Ship Northern Light = = = at 1 P.M. sent the Mait on shore. at 2 P.M. lowered three boats after something which was called Sperm Whales but I think them Grampuses, at 7 P.M. took in the light sails. middle part — light — standing off and on the land at 9 A.M. sent the Larboard boat ashore. latter part — moderate breeze. Lat — 9 11 9 S
Long 178 9 W

Tues 17th these 24 hours commenced with a fresh breeze. the Larboard Boat ashore took in the T.G. sails flying jib. steady sail. at 7 P.M. the boat came along side bringing some cabages and green corn. at 1 parted with the Bark Belle of Sheffield (100 barrels) at 10 A.M. steered S.S.E. round about E. at 4 A.M raised Gote island. hove at 7 Carter Rocks middle part and latter part fresh breeze
90 26
178 15 W

Wed 18th these twenty four hours commenced with a moderate breeze. of Gote island at 1 P.M. lowered the Larboard Whale boat and sent them on shore where they obtained some Fish and also some Gotes (goats) middle part fresh & steady sail on the wind. during

Of Sunday Island Curtis & Frenchs Rock & Sunk. & Sunday

Sunday the latter part during S. at 10.30 A.M. saw Frenchs Rock. at 11.50 AM. raised Spanish main Isle South of the Isle steering to the windward which. on the 17 commenced to stand with fair wind & light, this one Officer one Boat & six and two men. for

Spanish Main Isle

17th Miles

18th Miles

19th Miles

Leagues

20th Miles

21st Miles

22nd Miles

23rd Miles

24th Miles

25th Miles

26th Miles

27th Miles

28th Miles

29th Miles

30th Miles

31st Miles

School of Whales in sight sixty miles distance— Lat— 9° 16 . S
Long 178° 45 . W

this day commenced with a fresh breeze. and a school of Spanish Whales in sight sixty miles distance— at 1 P.M. lowered all four Boats. and chased until 5 P.M. and then they were out of sight to the windward at 7 took in the light sails and hauled up the courses. working to the windward during the night. at 2 A.M. kept the Ship W.S.W. wind about East, at 10.30 A.M. felt quite a shock. of a Earthquake the effect which it had upon the Ship was like a vessel going over a sunken shoal. but [illegible] to relate the ship was not felt affect by those that were affect. at 10 A.M. Frenchs Rock bore about W.N.W. 15 miles distance

So ends this day 9° 11' 90
178° 50'

W. Sunday 20th these twenty four hours commenced with a moderate breze steering W.S.W. at 6 A.M. wind and to main steering S.W. by S. wind S.E. middle and latter fresh breze. the royal set during the middle part. at 10 A.M. secured a sail for [illegible] the four hours so ends this day Lat 9° 11' S
Long 178° 6' W

Sat 21st these twenty four hours commenced with a moderate breze, one sail in sight. at 10 A.M. fished the spritsail yard at 6 = = Carried with the

Remarks on Board Ship Addison.

Capt Lain . . .

Sat 21st – Ship James Arnield of N. B. 26 mo
out 1600 Sperm; middle part fresh breeze
sail as. steering on the wind Sth by W. latter part
steering breeze. at — PM. tacked ship Mary
May I G. sails & flying jib. set same
Lat — 91 00 S
Long 176 59 West

Sun 22nd these twenty four hours commenced
with a strong breeze ship under whole
top sails ship heading W. wind SSW
at 3 PM. set the Main T. Gsail &
F. flying jib. middle and latter part
much like the first. with heavy head
sea on. wind about SW by S 1/2 S. standing
on the tack that we head nearest to our
course, so ends this day, Lat 92,05 S
Long 175,09 W

Mon 23rd these twenty four hours commenced
with a strong breeze. topgallantsails set
steering on the wind heading to the
Southard & Eastward. at 7 PM. took in the
topgallantsails. and flying jib. during
the middle part headed about — South
at 7 AM. double reefed the topsails, at
— AM. handed up the M. sail. and
handed it. at 11 split the jib bowsed
it down reefed it in. at 11.40
spoke the Sea Gull of N. B. steering
towards French Rocks. so ends

Sea Gull

Lat 99 19 S
Long 175 46

Thurs 24th these 24 hours commenced with a moder
gale of wind from about W by W
ship under reefed topsails. middle part
more moderate. at — 8 AM. tacke ship
water. at 5 AM. made all sail ship heading
about SW. latter part — lighter — breeze

Spoke Ship Addison

Lat 92 54 South
Long 176 15

J — L — B. Of

On New Zeland Jan 31st 1860

Wen. 25th these twenty four hours commenced with a moderate brize all sail set steering on the course. Sick heading about S.W. middle part fresh brize steering S.S.W. latter part much the same at 9 A.M. saw out-lying rock sick ashore, at 11.30 made land.

Stands Lat 9[illegible] S
Long 179 5 E

Th 26th these twenty four hours commenced with a strong brize all sail set steering to the southward & eastward. Cape North in sight at 6 A.M. raised a sail steering, middle part a strong brize. steering during the night S.S.W. and S.S.W. at 6 A.M. moderate gale. reefed Fore and Mizen Topsail. wind about N.N.W. at 7 A.M. the wind suddenly shifted round about S.W. clued down & M.S. sail and double reefed it. set the main stay sail and furled the foresail. at 9 A.M. more steady. wind about S.S.W. steering about W. on the Starboard tack. so ends this day with a fresh gale & wind and rain, so ends.

95 00
170 00

Fry 27th these twenty four hours commenced with fresh gale of wind steering under double reefed topsails at 4 A.M. it moderated down hauled the reefs out of the Topsails and set the M.S.S. sail at 9.30 A.M. the Pigeons got to the leward of the ship much as they could, not recover the ship but are obliged to wear ship in order to get the Pigeons again and when they came back to the ship they were scarcely almost dead on it at 6 A.M. double reefed the Topsails. and hoisted the jib and Spanker gaff and latter part moderate gale. Ship under double reefed Topsails. Note this morning while at breakfast standing myself I was quite Sea Sick. and consequently lost my breakfast. somethings the latter part in rowing the M.S.S. sail it was

Lat 95 58 S
Long 170 37

Remarks on Board Ship Addison Capt Lawlens

Sat 28th these twenty four hours commenced with a moderate gale of wind ship under reefed top=sails heading to the Southard & Eastward wind from the Southard and Westward. at 4 PM. carried the men down from aloft. middle part fresh gale. wind about S. ship heading W S W on one tack and E by S on the other. at 5 PM. saw a sail steering about N by W. latter part more moderate. at 6 PM. set the jib and M. T. M. staysail. ship heading about S W on the Larboard tack. so ends

Lat 36 00 S
Long 170

Sun 29th these twenty four hours commenced with a strong breeze ship under reefed topsails jib & S sails. at 1 PM. turned the reefs out of the M topsail & set the Courses. ship heading too the Southard & Westard. the Air begining to grow quite chilly. We all get along together forecastle every thing appears to go along smooth. middle part moderate breez. with a heavy small running at 5 AM. turned the reefs out of T & Risers topsail at — & made all sail. so ends this day with a moderate breeze and quite a smooth sea and clear Sunshine. observed about — 5 AM & Lat at 9 PM

Lat — 36 00 S
Long 166 00

Mon 30th these twenty four hours commenced with a moderate breze. all sail set. ship steers on the wind heading to the Southard & Westward. wind from the very light. Ship heading S S W. wind about S E. latter part wind S S E. standing on the eastern tack. so ends this day. Lat — 37 00 S
Long 168 01

Tues 31st these twenty four hours commenced with a light breze. all sail set. wind about S S E. at 2 PM. wore ship and headed on the Western tack. the day very beautifull. and remarkable smooth sea on. middle part moderate breze. heading to the Southard & Westard. most of these twenty four hours. so ends. Lat 38 09 S
Long 167

On New Zeland January 1861

Wen. Febry 1st — February 1st — these twenty four hours commenced with a fresh breeze all sail set wind about S.S.E. Stik heading to the Southard & Eastard at 2 PM. hoisted the Barge (Bow Boat) up and stopped her middle and latter part — moderate breeze and beautifull wether. the imployed yesterday in making Sennett. so ends.

Lat — 36 11 S
Long 165 44 W

Th 2nd — these twenty four hours commenced with a moderate breeze all sail set steering on the wind Stik heading to the Southard and Eastard. wind from the Southard & Eastward at 10 PM. raised a fine breeze middle and latter part very light airs employed the latter part in getting the Standing gaff blocks ready. so ends.

Lat —
Long —

Fr 3rd. — these twenty four hours commenced with a calm employed in making Sennett yarns. on Sail in sight — middle part much the same. latter part moderate breeze steering S by E. wind about NE. & NE employed the latter part in making a ~~boby~~ bobstay strap for the ~~b~~ whisker dolye. one sail in sight

Lat — 36 0 7 S
Long 166 11 3

Sat 4th — these twenty four hours commenced with a moderate breze all sail set steering SE. employed in making Sennett yarns a beautifull day not a whale in sight, saw three schools of porpoise all heading to the Eastward going with I am troubled to day with the tooth ache using great Medicine (Creasote) have not seen Stirling as it was a nice day, middle and latter a fresh breeze all sail set steering S.S.E at 5 PM a Brig passed across our bow steering about E by S or E.S.E. supposed from Australia bound to some port in New Zealand, employed the latter in baking out fresh water, so ends

Lat — 40 x 4
Long 164 11 4

Remarks on Board Ship Addison Capt Lamb

Sunday 5th — these twenty four hours commenced with a strong breeze all sail set steering S.S.E. wind about N.W. by W. middle and latter fresh gales steering S. with a moderate gale from about N.W. by W. latter part thick and rather rainy at 11.50 A.M. close reefed the fore topsail. — in observation to day 50 miles

Lat 49 25
Long 165 19

Monday — these twenty four hours commenced with a fresh gale from the Northward Northward steering S. ship under main sail N.W. by W. big topsail close reefed N.W. whole foresail. at 1 A.M. raised a spout boat in N. by E. Sail W. by S. Sail W. by S. sail big topsail and double reefed the Main topsail and furled the fore. & kept too at 5 P.M. hauled the fore sail & topsail and kept the Ship off before the wind steering S. at 7 P.M. kept too again at 10 set a single reefed Main topsail at 11 P.M. the Ship headed N.W. wind N.N.E. with a strong swell in. so ends. Lat 48 10 S
Long 165 20 W

Tuesday 7th — these twenty four hours commenced with a fresh gale from the Southward and westward. ship under close reefed topsails at 5 P.M. spoke a Bark. but did not understand her name. supposed to have been a Sidney Bark. she came from the Coast of Tartary bound to the Northward and Westward. at 6 P.M. took in the Fore and Main topsail. and close reefed the Main Ship heading S.S.W. wind S.E. middle and latter part fresh gale, ship lying too under a close reefed Main topsail

48 90
165 40

Wednesday — these 24 hours commenced with a fresh gale of wind. Ship heading S.S.W. wind S.E. ship under a close reefed main topsail middle part much the same latter part more moderate. at 6 A.M. set double reefed topsail at 11 set whole topsails

On New Zeland February 5th 1860

Wednesday ... moderate the latter part ... in sending down the Main Stag. Ship Standing to the northward and eastward wind the same Eastern ... First & Fourth Watch of day and middle Lat —— 65° 11C S of Greenwich Long 165° 5' E

Thursday 6th These twenty four hours commenced with a fresh breeze ship under reefed topsails. at 1 P.M. set Top Gallantsails & Flying Jib. ... the fore part of this day. ... Splicing ... the main Stag. and Lashing ... the ... of the ship. ... P.M. took in the Flying ... and reefed the Main topsails. ... a Caress for the Counter ... a Caress ... at 1 A.M. ... reefed the Main topsails. and Handed the Main ... & jib. Latter part ... moderate gale. Ship under reefed topsails. wind about S. ... at 10 ... more Fore & Fore Topsail braces. of an three inch rope. so ends. Lat — 45° 51' S Long 169° 06' E

Friday 10th These twenty four hours commenced with a fresh gale ship under reefed topsails. ... the wind. at 5 P.M. raised a sail. three points ... of the bow. ... middle part little ... more moderate at 10 P.M. more Ship and stood on the Eastern Tack heading S.E by E. wind about S by ... at 4 A.M. set Courses & jib at 8 A.M. Handed ... reefs out of the fore topsails. at 1 P.M. raised Land (the Island of) at 6 P.M. ... reefed the topsails. ... Sailing on the ... Steering down for ... ship under ... reefed topsails Courses & jib Lat 46° 02' S Long 165° 08' E

Saturday 11th Lat 46° 02' S These twenty four hours commenced with a fresh ... from the Southward ... ship under reefed topsails and Courses & jib. at 4 P.M. raised Land (the Island of ... at 6 P.M. ... reefed the topsails. ... a Ship on the weather ... steering for us. ... handed up the Sail ... and hauled ... Handed back the Main yard. at 7 P.M. ... for ... but as she was going so quick we did

Remarks on Board Ship Addison Capt= Laurence

Sat 11th not ascertain, her name. she appeard to be a large Ship of 80 Guns Close by light Winds at 10 Took in the Main Topsail reef'd in said and close reefed the Mizen. blowing a strong gale. at 5 AM Took in the Fore M S Sail on account of the Sheets parting. so ends these twenty four hours with a ruboll gale of wind.

46 26
166 02

Sunday 12th these twenty four hours commenced with a heavy gale of wind. Ship under a close reefed main & Mizen Topsail. fore & main stay sail and main Staysail. Ship heading about S. wind about W S W. the Ship ships a good many seas. too by the is going very and to sea appears more so. the Snairs is on the lee bow. and Stewards Island and the Snaps is on the lee quarter. it is almost an impossible thing to carry sail enough to work to the windward there being such a heavy sea running it would be dangerous to run as the Vessel so quick. at 7 AM. wore Ship and headed to the northward and westward. laying to the Larboard Tack which she lays to on first rate. the wind blowing most violently in squalls. with hail. at 12 Midnight wore Ship and stood to the Southward & Eastward. Ship heading S S E. wind about S W. at 6 AM it a little reefed reefed fore topsail. the wind. moderating Ship several very seas during the morning watch. at 8 30 AM. raised a Sperm Whale. I should judge him to be about 60 or 70 barrel whale. he came within two Ships length of the Ship and then went down. he appeared to be very still heading about E. at — 9 AM raised the Snare Island. Right the Ship of wind going down to the leeward of it — Ship steering E by S. the Snare bearing about S E. at the end of this day so ends

Lat 47 27 S
Long 166 52

Sperm Whale.

Of the Snares. Also Island. A.D. 1866

Monday February 13 1866

Begins with gale from SW with heavy squalls steering ESE with close reef'd topsails The Snares bearing SE at 3 have the middle close reef main topsail The Sound Barney SW Dist 12 miles at 4 PM. set close reefed topsails. ship heading S.S.E. middle and latter part more moderate. at 10 AM. set double reefed topsails. at 11.50 AM. the Ida Ida Barque Mary Susan of N.Z. spoke bound home so ends this day. Lat — 46 00 S

Long 167 10

Thurs 14th These twenty-four hours commenced with a moderate gale. Ship under close reefed topsails at 4 AM. close reefed the S.S.E. middle and latter moderate. at — 6 AM. made sail at 7 AM. set double reefed topsails. and latter part heading more to the Southward. so ends. Lat — 46 01 S

Long 166

Wed 15th These twenty four hours commenced with a moderate breeze all sail set steering by the wind. veered about W.N.W. and hauled more to the Northward. at 4 P.M. Ship heading W.S.W. all sail set at 5 AM. tacked to N.W. S.E. at 6 double reefed topsails. at — 7 more Ship wore stood to the Northward & Westward. so ends. no observation. to day 50

165 11 S

Thurs 16th These twenty four hours commenced with a moderate gale from the Southward & Westward Ship heading about W.S.W. under double reefed topsails & Courses & jib. middle part heading more W. latter part heading S.W. sounded the latter part hauling out fish water. so ends this day Lat 46 11 S

Long 169 14

Fri 17th These twenty four hours commenced with a moderate breeze ship under double reefed topsails. at the same time observed

Thurs 18th turned the reefs out of the topsails and set the mainstaysail & maintopgallantsail employed the fore part of the filling casks with salt water (about 60 barrels) at 4 PM shortened sail steering to the Norrard & Westward at 10 kept the wind at 5 AM kept off wind abaft E. at 11 AM spoke the Ship Eliza F Mason two whales last season steering to the Southward & Eastward latter part moderate gale Ship under double reefed topsails 11 8 20
164 20

Fri 19th these 24 hours commenced with a moderate brisk ship under double reefed topsails courses & jib steering to the Southward & Eastward middle part heading to the Northward & Westward latter part heading to the Northward & Eastward at 7 AM turned the reefs out of the topsails latter part less sails in sight so ends Lat 11 8 21 S
Long 16 11 44

Sat 20th these twenty four hours commenced with a fresh breze all sail set steering on the wind Ship heading to the Norrard & Eastward at 6 PM double reefed the topsails at 11 PM wore Ship and stood to the Northward & Westward at 2 AM wore ship and stood to the Southward and Eastward fresh breze Strike in the Courses and jib & close reefed the fore topsail at 9 AM saw a Ship on the weather bow at 10 Strike in the fore topsail & Mizen & close reefed the M. topsail wind about NE at 2 PM so ends the day with a heavy gale from NW 11 8 20
164 20

Mon 21st these twenty four hours commenced with a strong gale from NW Ship under close reefed mainsail at 2 PM goose winged the Main topsail at 7 PM hauled round the weather bow the wind moderating fast Ship heading SW wind NNW at 6 AM set close reefed topsails one Sail in sight latter part steering to the Northward and Eastward Lat 11 8 40 S.
Long 165 54

Thurs 21st — these 24 hours commenced with a moderate breeze. Ship under close reefed topsails and sail in sight at 3 P.M. raised the Lizard. Hove to, NNE. wind W by S. 10 P.M. light & variable. Midnight moderate & clear fresh breeze steering to the Northward and Eastward under all sail in sight. So ends Lat 47 56 S
Long 166 90

Friday 22nd — these 24 hours commenced with a fresh breeze all sail set steering to the Northward and Eastward. at 2 P.M. saw land ahead a Sheltered land. at 3 gained with the Ship Marengo of NB. 7 Whales since leaving home 30 barrels. I went on board and there found with said Ship Mate (John Green) where I took a Watch and Writing desk to carry home for him. at 10 P.M. sail Stewarts Island steering the same land off and on the land. at 5 A.M. made sail steering to the Northward in company with the Marengo. at 6 raised the Traps. (a Shoal) Latter part light breeze made small sail. So ends. Lat 47 20 S
Long 166 90

Sat 23rd — these twenty four hours commenced with a moderate breeze all sail set steering to the Northward & Eastward. at 1 P.M. gained with the Marengo. sail with her at 2 P.M. spoke the Ship Rambler bound home, at the same time 4 P.M. made sail steering to the Northward & Eastward. at 5 P.M. spoke the Ship Marengo at 5 P.M. hauled up the Northern tack. made sail steering NE by E at 7 A.M. made all sail steering to the Northward & Eastward. So ends Lat 47 16 S Long

Sun 24th — these twenty four hours blows down with a fresh breeze all sail set steering N.E. by E. at 1 P.M. spoke the Ship Rambler. bound home, at the same time 4 P.M. made sail steering to the Northward & Eastward. at 5 P.M. spoke the Ship Marengo at 5 P.M. hauled up the Northern tack. made sail steering NE by E at 7 A.M. made all sail steering to the Northward & Eastward. So ends Lat 47 16 S Long

Remarks on board Ship Adderson. From Tu
Spears. bound to Akaroa. New Zeland

Sat 25th

these twenty four hours commenced with a fresh breeze. all sail set steering NNE Lg
at 2.00 PM raised land (New Zealand) middle
part also at 6 PM got the anchor out of the hawse
and the cables ran. at 5 PM gained with the Marengo
later part light breze. standing in towards the
Harbour of Ak

Sun 26 dy these twenty four hours commenced with a light
air stand about two miles distant steering for
the harbor. in company with the Ship Marengo
at 3 AM came to anchor in 6 dy fathom of
water. furled the sails. and gave the Ship 30 fathom
of chain. had a number of white people to
come of board. and make a short stay. it being
quite a treat for them to come on board of a Ship
as there has not been one here for 12 months
[illegible] quite [illegible], for any high price
for them. the land around there is quite Mountainy
the anchorage is about five miles from the
entrance of the bay. the bay being (I should
judge) from one to one & a half miles wide.
the Town is quite small. I was informed contained
about four or five hundred Whites. mostly English
although it was first settled by the French. the
White people live mostly on one side of the Bay
and the Maoris on the other side of the Bay
the English Government allowing them a certain
track of land, but are subject to the English
Government, the evening I spent on board of
the Marengo, where I had a very social time. during
our three Officers stood the anchor watch. (Second Third
and Fourth Officer) at 5 AM. called all hands washed of
decks took a boat from of the hawse and put it
over the side. at 6 AM made a Bone fire between decks
and [illegible] to bake me a fresh loaf of it in
order to tell if we could not find a cask that leaked
but the men forward (the cruisers) refused to bake it
out (and me Prisoners) they were all called on rather

Straus, Akaroa. Fish ... 26, 1860

Sunday 26th aft: when they the Capt and first Officer undertook to assist a man named Heins belonging Heinz. but as he made some resistance he fell to the deck. and then the men forward interfeard. crying out fair play. one or two of them had an engagement with the First Officer. a few blows were exchanged but without much effect. but when told that a piece Heinz would finish the job. and spat a stone at him they were all called to the Main Scuttle that were going to work. (they having just come on deck a few minutes previous to this) and they all immediately turned to and went to work. but it is my firm opinion that if the case had been properly stated to them and called to go to work. and after the minutes consideration. that every man would Shake you to work. the first. mess commenced round the fore hatch between an officer and one of the men. when the man immediately seized an axe and the officer took a stick of wood out of the deck pump. and then the Captain came forward. the Second Mate and two Boatsteers (William Heighing & Edward Leighton) were called out of the lower hold. it being on deck at the time. at 10 A.M. finished stowing the oil finishing with Sea 16. at 10.30 sent down the Foresail. and commenced to unrave on the port of it. the Capt Wife & Child were on board 10 A.M. this latter part of the 25 and the first part of the 26 are heard for Sunday. and the 26 first time. are heard for Monday. the time being one day ahead of us. as we did not change the date when we crossed the Meridian.

Mon 27 the 27 [illegible] employed discharging the remainder of the oil again. nothing worth of note through the remainder of this day

Remarks on Board Ship Addison
In the Port of Monrovia

Tues 28th This day commenced very pleasant — the Second Officer and myself went gunning but got nothing. during the afternoon had company from shore. at 8 A.M. went on shore and got two pipes of water. at 11 A.M. took on board 2 bar[rels] of Potatoes.

Wed 29th this day commenced with fine breezes employed the fore noon in sailing about the Harbour with the Mr Green Agent of the Ship Marengo. at 8 A.M. opened the Ship cask and sould one boat gross overhead to the Mowers and received two bar[rels] of potatoes for it at 9 the Capt & Mrs. Capt Laurence went ashore

Th March 1st. this day commenced cloudy and rather chilly. one boats crew ashore on duty. at 10 A.M the boat came from shore bringing of Dr and Master William Adams. and about five bushels of Peaches which we gethered mostly from Dr Garden. at 6 A.M. cleard away the two quater boat. the Starboard boat went fishing and caught about 100 fish (Cod I should cawl them) and three large ones which would weigh probably forty five pounds apiece. at 10 A.M Capt Graves, Wife and two Children & Servant and another lady came on board and took dinner.

Fry 2nd this day commenced with a fresh breeze from the Southward. Ship ready for Sea. but windbound. at night Mr Green slept on board with me. at 8 A.M. hove up and made sail Capt Graves accompanied us down to the heads (and a boats crew) where we hoisted out sail boat overboard and he took her in and went ashore. when we were outside of the heads took in the Main & Mizen top gallant sail employed the latter

Ship Addison on New Zeland

May 2nd ... in bathing the anchors on the bow ... lashing them. at 11.40 AM. hoisted a H Brig steering to the Southard. so ends this day

Sat 3rd These 24 hours commenced with moderate light ship under whole topsails & courses. employed in lashing the anchors and steering away the cables. at 8 PM. set the M. S. G. sail. at 10 PM washed of decks. Ship heading about E by S wind NE by N? at 10 PM. the wind shifted ... NNW. steering E. the wind. latter part steering NE. with a light breeze all sail set. Lat 44.8 S Long 174 90

Sunday 4th These twenty four hours commenced with a light breeze all sail set ... steering to the Northard & Eastward. middle part squally at 8 PM took in the light sails. wind NNE. at 11 PM in shifted to S.S.W. steering E. at 3 AM close reefed the topsails & took in the Courses. & fit wind S.S.E. ship heading E. latter part fresh breeze so ends this day. Lat — 44 90 S Long 172.2

Monday 5th These twenty four hours commenced with a fresh breeze from about S.S.E. ship under double reefed topsails and Stays sails. at 1 PM. set the Courses and fit. topsails and set M.S.G. sail. steering ENE. middle part moderate ~~fresh~~. latter part calm. Lat — 43 50 S Long 174 E

Tuesday 6th. These twenty four hours commenced with a calm. employed ... sighted middle & latter part gentle breez. all sail steering NE. wind at N. at 9 AM ... all sail on, ... the Northard ... so ends Lat — 42 47 S Long 1

Wed 7th These twenty four hours commenced with a fair breeze all sail set steering NNE. and sail in sight coming to the Northard

Remarks on board Ship Addison Capt. Lawrence

Off Shaltani Island

March 7th 1766.

at 2 PM. spoke the Bark Seaward of Hay Harbour
two Miles the Course. Head from the East
William Gifford three Miles this course (300 Yards)
middle and latter part. moderate breeze. at 10
AM. raised Shaltani Island all sail set
steering about E by N. by compass
Lat 44 9 N
Long

Thursday 8th These twenty four hours commenced
with a moderate breeze. all sail set steering
to the Southward & Eastward. running along
down the Shaltani Island. at 6 PM. fresh
breeze square yards (I should judge the Island
to be 14 fourteen miles distant) to the in
part Courses Topsails set and reefed fore and
Mizen Topsail. from 7 to 8 PM. to 12 Midnight
steering S S E. wind N N W. at 12 Midnight
kept to the wind ship heading N E. took in M S & J
at 3 AM. wore Ship and stood to the Westward. at daylight
made sail and stood to the Eastward with a fresh
breeze. at 6 AM took in M. S & J sail. and double
reefed the Topsail at 10 handed the jib & Mainsail
at 11.40 took in J & Mizen Topsail & foresail and
kept to the wind. with a strong breeze & high
heading about E by N. no observation 44 40

Friday 9th These twenty four hours commenced with
a moderate gale of Wind and rainy Storm
about W S W. Ship laying to under a double
reefed Main Topsail. at 6 PM wore Ship and stood
to the Southward & Eastward. at 8 AM. wore and stood
to the Westward. at 7 AM. set main Topsails and
M & J Sail. latter part steering to the Northward
Lat 44 9 S
Long 175-15 W

Sat 10th These twenty four hours commenced with
a moderate breeze M & J Sail set. wind about
S W. steering N W by W. at 10 AM. kept to the wind
6.40
at 6 PM. braced around on the Starboard tack
and set every sail low & aloft steering East-

From New Zeland too Cape Horn. March

Saturday 10th 1860

middle part — gentle breze. at 8 AM. commenced to get the Studdingsail booms ready to rig it off — and then set them up. Sent a boy and Japanias Studdingsail and set them. latter part fresh breze. from the Westard. steering E by S. sounds

Lat — 44 25 S

Long 176,04 W

Sunday 11th these twenty four hours commenced with a fresh breze. three topgallantsail & studdingsail. set. course by compass E by S. — middle and latter part steering E by S. middle and latter part — much like the first part — at 8 AM. broke in lower studdingsail and main royal. wind about S S W. sounds

Lat — 44 22 S

Long West

Monday 12th these twenty four hours commenced with a strong breze from about S S W. steering about E. by S. A M S sail set. rather squaly. with hail and rain. middle and latter part moderate. middle part steering E by S latter part E S E. employed the latter part in mending the S S M. Staysail so ends this day. Lat — 43 49 S

Long 174 E

Tuesday 13th these twenty four hours commenced with a moderate breze. all sail set. steering E S E. topmast studding sail and lower S sail set. wind about W. at 3 PM. at 4 PM saw a Ship and found that she had been hove to. steering E by S. wind about W. at 7 PM. took in the lower S sail. and all the Staysail. employed the latter part in mending the S S M S sail. latter part moderate. the Ship ran under topsails. courses fitted & M. S. & sail. sounds

Lat — 46,03 S

Long 171 W

Wednesday 14th these twenty four hours commenced with a moderate gale. at 3 PM. came up the Fiji pennant. took in S E. & M S sail & S. S M S sail at 7 PM. double reefed the topsails. steering East middle part steering E by S. during the morning watch. turned the reefs out of the topsails and set the topgallantsail. at 10 PM set the S S M S sail

Remarks on board Ship Addison Capt Lawrence

Wed 14th and fresh gales. latter part fresh breze all sail set steering E. wind about NNW. with flog and rain. so ends. Lat — S
Long W

Thurs 15th these twenty four hours commenced with a moderate breze all sail set steering E. Fourth Officer employed in making staging Knife. middle part light latter part moderate. middle part steering E. latter part steering by the wind Ship heading about ENE. wind about SE. so ends. Lat 11 7 00 S
Long 15 9 00 W

Fry 16th these 24 hours commenced with a fresh breze all sail set steering on the wind. wind SE heading ESE. at 7 PM. tacke in the Staysail & Mizen top gallantsail. at 10 PM. double reefed the topsails. at 11.40 PM. tacke in the jib. steering E by N. at 2 AM. hummed ship. at 4 set whole topsails at 10 topgallantsails. so ends this day with a fresh breze. Lat 11 7 14 S
Long 15 0 00 W

Sat 17th these twenty four hours commenced with a fresh breze. all sail set steering ESE wind about S. middle part very light at 6 AM. set the Main Studding sail steering E by N wind W by N. latter part light breze. all sail set. so ends. Lat 11 6 55 S
Long 14 5 44 W

Sunn 18th this day commences with a light gale from the Westward. Main Studdingsail set. steering E by N at 9 PM. heavy squall took in the Studdingsail employed the fore part in unreeling the lower Studdingsail. the Officers part stood masthead until yesterday. middle and latter part much like the first. steering E by N so ends
Lat — 11 6 19.
Long 1

Mon 19th these 24 hours commenced with a moderate gale with heavy squalls of rain and wind from ahead. W. steering E by N. at 6 PM. the main brace broke

From New Zealand to Cape Horn March 1861

Mon 19 at 7 AM. broke in J & M S G sail: and close reefed the Main Topsail. middle fresh gales from the Southward & Eastward. Steering E by S. but during the squalls ran off to the Northward of East. In matter showing signs indications of a gale. at 8 AM. set the Main staysail. at 1.30 PM. double reefed the Fore topsail and set the Main & Mizen Storm Staysails. latter fresh gale. so ends

Lat — 46 14 S
Long 185 00 E

Tues 20th these twenty four hours commenced with a fresh gale from the Westward. Ship carries by compass E by N. Ship running with Main staysail &c. at 3 PM. hoisted the Main boat in to the Davits at 6 PM. broke in the M S G sail. & Mizen Top sail and double reefed the Main topsail. middle fresh steering E by N 1/2 N. wind nearly abeam at 640 PM. hoisted the larboard boat in at 2 AM. Increased ship and furnished 500 strokes in 10 hours. at 3 hoisted in the Starboard boat. at 6 AM. Turned the reefs of the Main topsail at 9 set the M S G S. latter fresh breeze. and foggy. steering E so ended

Wed 21st these twenty four hours commenced with a fresh breeze. Main staysail and steering E by S. by compass. middle fresh much like the first. at 4 AM. turned the reefs out of the F T S sail and set the main royal & F T M S sail. employed the latter part in bracing and water from between decks. so ended this day

Lat — 46 51 S
Long 174 46 W

Thurs 22nd these twenty four hours commenced with a fresh breeze all sail set steering E by S wind S S W. employed the first part filling & bracing sharper. middle fresh gales. at 8 PM. wind [illegible]

Remarks on Board Ship Addison Capt Lawrence

Jan 22nd these twenty four hours commenced with a fresh breeze. latter part moderate steering E. employed the latter part putting some rattlings on the fore rigging. so ends

Lat S
Long W

Jan 23rd these twenty four hours commenced with a moderate breeze. steering E. at 2 PM. set the Fore Topmast studdingsail. middle part fresh. latter part moderate. nothing worthy of notice through these twenty four hours

Lat 46 09 S
Long 120 19 W

Jan 24th these 24 hours commenced with a moderate breeze all sail set steering E. wind SW at 2 PM. it hauled around to the southward and Eastward. braced sharp up steering E by E. at 12 Midnight the wind hauled about West. course E by S at 2 AM. set the Fr. T. M S sail on the larboard side. latter part fresh breeze. all sail set. so ends Lat 46 19 S
Long 115 35 W

Sunday 25th these twenty four hours commenced with a fresh breeze. all sail set steering E by S. wind about W. at the commencement of this day Sifted the Studdingsail sheet on the Starboard side at 5 PM started the Starboard main topgallant Sheet. at 7.30 PM took in M. T S. sail and double reefed the topsails. steering E by N. at 10 PM set the mainsail at 6 turned the reefs out of the topsails. and set the fore and mizen topgallant sail. at 7 set the Fr. T. M S studdingsail and rove some second Runners to the S Halyards. latter part fresh breeze

Lat 46 16 S
Long 111 16 W

Mon 26th these twenty four hours commenced with a strong breeze steering E. at 10 PM. took in the Fr. T. M S studdingsail and main royal at 2 PM. clued up the mizen topsail and furled it. steering E by N. ...

From New Zeland to Cape Horn. March 22 1866

Mon 26th ... middle part strong breeze at 7 AM. took in main topgallantsail. at 2 PM moderate with squalls at 3 AM set the main topgallantsail. at 6 AM fore & Mizen T G Sail. latter part moderate at 10 AM. Sent up the M T G sail again. so ends

Lat 47 11 S
Long 10 8 W

Tues 27th these twenty four hours commenced with a light breeze. all sail set steering E. wind abaft S W. at 6 PM it hauled abaft W. at 8 PM sent the Studdingsail out on the Starboard side. middle part moderate breeze and drisly. wind W N W at 6 AM shifted the Studdingsail back again on the Starboard side. latter part fresh & hazy steering E by S by compass. Lat 47 8 S
Long 10 2 6 W

Wed 28th this day commenced with a fresh breeze all sail set steering E by S. wind about S W. at 7 PM took in the S M Studdingsail. S & G Sail and Mizen topsail. and handed the jib & mainsail middle part fresh breeze and foggy. at 6 AM. double reefed the fore topsail. at 6 AM made sail. latter part middle & like the former part no observation to day so ends. 46 9
9 8 96

Th 29th these twenty four hours commenced with a fresh breeze. all sail set steering E by S. Ship leaking about 25 strokes per hour with a fresh breeze. when before the wind. but when on the wind and carrying sail she increases the La. Leak all of one half. at 11.40 took in the M. royal at 4 AM double reefed the fore topsail strong breeze. at 2.30 AM. took in M T S. sail every indication of a heavy blow. thick and rainy all night. which rendered this very disagreable. two men on the look out steering the night (one boat steerer) at 4 AM. hoisted the main boat up to the Davits and double reefed the main topsail. at 11 AM more moderate. the Barometer very low.
so ends 5 8 9 79

Remarks on Board Ship Addison Capt Laurence

March Friday 30th 1860. Capt Laurence
these twenty four hours commenced with a
fresh breeze. ship under double reefed fore and
Main topsail indications of a heavy gale
at 1.30 PM hauled up the weather of the Main tops
in order to stick but it soon came on to
blow. and did not finish it. Unbent the fore
topsail hauled up the Foresail and then clued
up the Main topsail and furled them. Ship
laying to under a main Spencer. at the
commencement of this day the wind was
about SW but when it commenced to blow
it hauled around about S by E. Ship heading
E. at 6 PM the Barometer commenced to rise
at 2.30 AM close reefed the main topsail and set
the m. at daylight set maintopgallant sail steering
E by N wind SSW latter part fresh breeze

Lat — 51 26 S
Long 9 2 W

Sat 31st these twenty four hours commenced with a
fresh breeze steering to the Eastward maintopgallantsail
set a heavy swell running. None
at the commencement of this day Miss
Minnie presented me with a ~~pair~~ pair
of Garters which she has been to worth on
for about one month. middle part nearly
calm. at 8 AM the wind hauled about E by
at 6 wore Ship and stood to the S & W.
employed the latter part in tarbeing the
sheathing of the deck. Lat — 51 29 S
Long 90 00 W

April Sunday 1st 1860 these twenty four hours commenced
with a gentle breeze N by E sail set heading to
the S & W employed in shifting the fore and
main topgallant sheets. at 2 PM wore Ship and
stood to the NW by E. middle part calm. at 7 AM
set the fore and Main topgallantsail & flying
jib latter part fresh fresh breeze. Lat
Long

Mond 2nd these twenty four hours commenced with a
fresh breeze all sail set at 10 PM boxed in the

From New Zeland to Cape Horn March 30th
April 2nd 1866

Mon 2nd Flying jib and the two topsails set. Saw ship standing to the S.W. squall with snow hail. the air feels very cold as if it came off the ice. have had men to the mast head for the last three days. at 6 P.M. more ship in sight to the N.W. & E. middle and latter part very light airs Ship heading about East. at 9 P.M. set the main topgallantsail. several snow squalls during the night. at 6 A.M set the flying jib & mizen topgallantsail. at 7 A.M commenced to bale out water from between decks. Lat 52.. 44 S
Long 66.. 42 W

Tues 3rd. These twenty four hours commenced with a light breze. steering to the Eastward at 3 P.M squared the yards. wind about S.W. at 3 P.M saw a mat on the starboard anchor. middle and latter part gentle breze. at 10.30 A.M raised a sail on the weather bow. employed the latter part in making some mats. no records Lat
Lat 54.. 10 S Lat 52.. 44
Long 67.. 6 W

Wed 4th These twenty four hours commenced with a gentle breze. all sail set steering to the steering to the Southward and Eastward wind about E.S.E. one sail in sight on the weather bow. appears to be steering the same as us. I begin to feel quite despondent dissatisfied. on account of there being so little diversion on board of this Ship. I find it useless for one Officer to try. a single hand may be broken but threse several of them together and it will be hard to start them. I am now reading a book called the Voices of the Dead. by the Rev Colin Cummings from which I derive much consolation.
from 3 P.M. to 9 P.M. calm. at 10 gentle breze from about S.W. W. steering E by S. at 3 A.M. fresh breze at 6 strong breze. at 5 set the G.S.M.G sail. at 6 reefed the Mizen topsail. at 7 A.M. made sail the steering sails. the latter part more moderate at 6 A.M. saw a sail two points on the weather bow

Remarks on Board Ship Addison Capt Laurence

April Thursday 5th 1860

these twenty four hours commenced with a fresh breeze. all sail set - which will draw to our advantage steering E. at 6 AM took in fore topgallant sail. with and later part. moderate breeze. the Barometer falling. last at 6 AM last a ship. of the wind. about four miles distant. steering to the N & W at 6 braced sharp up all sail set. Lat 5° 6' 30 S

Long 8° 11' 42 W.

Thursday 6th

these twenty four hours commenced with a fresh breeze all sail set. steering to the E. spark head on the wind. took in the main royal. at 10 took in fetching jib fore & Mizen topgallantsails at 4.20 PM took in the M. S G. sail. and close down the topsails and double reefed them. at 5 hauled the jib & mainsail. and set the main Spencer. at 6 close reefed the M. topsail at 8 furled the fore topsail. Ship heading about E by N. wind S S E. middle and latter part fresh gale. at 6 AM. set a close reefed fore topsail. three sails in sight. two of them steering to the N & W. the other hauled the same way as us. at 8 hauled one reef out of the M topsail. no sails

Lat 5 6 S

Long 7 6 11 10 W

Sat 7th

these twenty four hours commenced with a fresh gale of wind with heavy squalls of snow and hail. Ship under close reefed fore and Mizen & double reefed Main topsail. foresail fore topmast staysail and main staysail. one sail in sight. at 3.30 PM Tigris Signalised it. She flew English col at 6 PM set the mainsail latter p. middle ~~and latter~~ part calm. at 6 AM. hoisted the reefs out of the topsails & set the M S G sail. latter part moderate breeze with frequent squalls of snow thick weather severe freezing cold during the night. one sail in sight. the wind very shifty from E S E. to S by W.

From New Zeland to Cape Horn April 5th 1861

Sunday 6th these twenty four hours commenced with a fresh breeze and a thick snow storm one sail in sight. wind from the S.W.B. stick on the wind sometimes on one tack and sometimes on the other. mainstaysail set. at 3.30 P.M. took it in at 6 P.M. double reefed the foresail. from at 6 to 10 P.M thick snow storm. the snow fell about 9 1/2 inches deep. on a level middle part calm. at 6 A.M. made sail at 7 squared the yards, two sails in sight. at 11 braced sharp up. at 11.30 A.M. sheeted in the weather braces. latter part moderate breeze with squalls. so ends. Lat 56..30 S Long 76..52 W

Mon 9th these twenty four hours commenced with a moderate breeze. steering E. at 1 A.M. set the fore S.G.sail. at 3 set the main royal. at 11 S.W. middle part (moderate) steering E.S.E. at 6 A.M. took in the S.G.sail & furled it. and also the mainsail and jib. at 4 A.M. the wind veered about S.S.W. set the mainsail and jib latter part moderate. at 7 A.M. set the fore S.G.sail. the first officer below on account of illness (probably the Ague in the face). at Meridian altitude to day Lat 57,00 S Long 74-00 W

Tuesday 10th these twenty four hours commenced with a moderate breeze all sail set. steering E by S wind about S.W. at 6 P.M. fresh breze. took in the fore main studdingsail. at 8 mor. moderate set the S.M.S sail. at 10 heavy squalls. down about S.S.W. took in the studdingsail and Main royal. steering E.S.E by compass at 6 A.M made all sail. at 10 calm wind shifted around to the N.E so ended Lat 56,26 S, Long 68,18 W Long 74.00 W

Wed 11th these twenty four hours commenced with a light breze from the northward and Eastward stick heading S.E at 9 A.M. fresh breze. took in main royal and foretopgallantsail at 4 P.M stick heading E by S. at 12. midnight stick heading E by S

Remarks on board Ship Addison. Capt Law

Thursday April 12 th 1860

Wen 11 th at 12 noon ship'd and stood to the N & W. wind abou NE. by N. at 7 PM. double reefed the topsails at 2 AM calm. at 6 AM. light airs from the NE at 8 moderate breeze all sail set steering as the wind. Ship heading ENE. at 11.50 AM fresh breeze from the Westward squared in the yards. steering Steering NE by N. at 4 PM two sails in sight steering on the wind. Lat — S Lat 57 — 26 S

Long . W Long 69 . 14 W

Th 12 th these twenty four hours commenced with a fresh breeze all sail set. steering NE by N wind abou WSW at 6 PM took in the light sails strong breeze and double reefed the foretopsail at 7 furled the main=sail. wind fair fresh breeze. at 5 AM. made all sail. wind W. at 7 PM. were about of Cape Horn at 7 AM. saw a large ship on the wind under courses and reefed topsails. latter part more moderate. took several Lat — 57. 50 S
lunars Long 67.04 W
to day

Fry 13 th these twenty four hours commenced with a fresh breeze. all sail set steering ENE. at 4 PM NE by N. at 10 PM. wind WSW. at 6 PM. wind NW b W. at 2 AM. wind about W. steering NE b N at 4 AM. set FM Sail. latter part strong breeze three sail in sight at 9 AM. Lat 54.48 — S
Long 58 . 05 — W

Sat 14 th these twenty four hours commenced with a strong breeze. steering NE b N. all sail set one Sail in sight. at 6 PM took in the Studdingsail. wind fair fresh. latter part strong breeze. latter part steering NNE. three sails in sight. so ends. Lat 52 . 9 S
Long 58 . 35 W

Sun 15 th these twenty four hours commenced with a strong breeze. from the Southard. steering NNE. three Sails in sight. at 3 PM. snow squalls. and very cold. at 8 took in F. S M Sail and M royal at 11 for lay aback at 12.30 AM

From Cape Horn to New Bedford. April 12th 1848

Sooke in — main topgallantsail. at — 5 AM double reefed the fore topsail. steering NNE. wind SE at 6 more sure more main topgallant braces. at 7 set the topgallantsail and hoisted the reefs out of the fore topsail. one sail in sight. the weather has an appearance of being on soundings. latter part steering N.E.b.N. with a strong breeze

Lat 49-15 S

Long 52-14 W

Mon 16th these twenty four hours commenced with a strong breeze from the Southward. at 2 PM set the main royal and fore topgallantsail steering NE.b.N at 5 PM squally with rain. at 8 took in the main royal. middle part very squally. steering NE.b.N. at 9 AM set main royal and topmast studdingsail. latter part fresh breezes so ends this day.

Lat

Tues 17th these twenty four hours commenced with fresh breezes from the Southward. steering NE.b.N all sail set. at 7 PM took in the studdingsail and at 10 took in the main royal. middle and latter part moderate. at 7 AM saw some lizards on the main royal. so ends

Lat 44-12 S

Long 46-5-4 W

Wed 18th these twenty four hours commenced with a light breeze all sail set steering N.E. a mind about SSW at 8 it hauled about SE. at 6 E. by S. braced sharp up. steering NE b N at 2 AM. wind E sick heading NW at 9 AM had the topsails all in at 10 double reefed the topsails latter part strong breezes so ends no observation

Thu 19th these twenty four hours commenced with a strong breeze from the NE. sick under double reefed topsails courses & jib at 1 PM took in the jib & mainsail. at 9.30 close reefed the main topsail and main topsail and furled the fore

Remarks on board Ship Addison Capt Lawrence

July 19th at 7 PM. took in the main sail and main stay sail. at 10 AM. commenced to moderate at 6 set double reefed topsails courses & jib. at 11.40 turned the reefs out of the topsails. Latter part light breeze. with a heavy swell running

Lat 48-35 S

Long 47-27 W

July 20th these twenty four hours commenced with a moderate breeze from the N & E. Ship heading to the N & W. under topsails and courses. at 7 AM braced around on the larboard tack. Ship heading to the Eastward at 9 PM set the courses and main topgallant sail. at 2 PM broke out water middle part moderate latter part fresh breeze from the N. Ship heading E & N at 2 AM set fore & main topgallantsail at 10 took them in. the days begin to grow quite long. day light at 6 AM and dark at 5.30 PM.

Lat S

Long W

Lat 21st these twenty four hours commenced with a fresh breeze. steering by the wind Ship heading about E & N E ½ E commences wind N. at 4 PM wet hole, at 3 PM I had my hair cut. middle part much the like the first. at 5 AM took in main topgallantsail at 7 double reefed the topsails at about 10 turned the reefs out of the topsails at 11 set the main topgallantsail. so ends this day with with a moderate gale from the Westward

Lat 42.04 S.

Long 43.40 W

Sun 22nd these twenty four hours commenced with a moderate gale from the Westward steering N E. by E. main topgallantsail set. at 5 PM. set the fore topgallantsail and main royal. squally middle part fresh breeze. latter part moderate breeze. at 11 o'clock the wind hauled about N W by W steering N E. so ends

Lat S

Long W

From Cape Horn to New Bedford April 17, 1860

Monday. April 23rd 1860

these twenty four hours commenced with a moderate beige all sail set. steering N E at 1 P.M. took in the main royal & studdingsails. clued up the topgallantsails. middle during the afternoon. at 4 P.M a Thunder shower at 6 reefed the fore and mizen topsail. at 7 dark and disagreeable. at 7 P.M took a pair of Oil paints from Capt Lawrence. at 10 reefed the main topsail. middle part fresh beige and squally. flashes of lightning all night. at 9 A.M made all sail. wind about NW by W. steering N E. by compass. latter part strong. Lat 40.22 S Long 40.51 W

Tuesday 24th these twenty four hours commenced with a moderate gale all sail set steering NE wind about NW by W. at 3 P.M wind SW. took in the mizen topsail. at 4 parted the studdingsail halyards. at 4.30 took in main royal and foretopgallantsail. and handed the mainsail and jib. at 7 double reefed the fore and main topsail wind about South blowing very severe squalls at 10 P.M. it commenced to moderate at 4.30 A.M. commenced to make sail. at 7 had main royal set. at 5 A.M. bound. the pins of the fore topsail yard gave. at 9 A.M the carpenter repaired them latter part moderate. so ends

Lat 39.45 S
Long 36.16 W

Gale of wind off River La Plate

Wednesday 25th these twenty four hours commenced with a fresh beige all sail set steering N E. employed through the day in shifting at 12 P.M took down the cabin stove. at 3 P.M set mainsail new jib foremast. middle part moderate at 2 A.M the wind hauled from NW to W at 6 took in the studdingsail at 11 the main royal. latter part fresh beige. during the middle part of the [illegible] a [illegible] water. so ends these twenty four hours

Lat
Long

Remarks on board Ship Addison Capt Lawrence

Thursday April 26 1860

these twenty four hours commenced with a steering breze at 2 PM took in the staysl mainsail at 6 PM double reefed the topsails. wind NW by W steering NE. at 8 PM took in the mizen topsail middle part moderate gale and squally at 6 AM set the mizen topsail single reefed at 10 AM took in the Mainsail & jib and furled them. latter part fresh gale ship heading E by E. wind about N by W. Lat at 32 44 S Long 30 55 W

Fry 27th this day commenced with a fresh gale of wind steering E by E. under double reefed topsails. wind N by W. at 6 PM. braced sharp up. ship heading NE by E. middle part much like the first at 6 AM set jib & mainsail. at 10 turned the reefs out of the topsails and set the MS by latter part light breeze steering NNE, so ends

Lat — S

Long W

Sat 28 these twenty four hours commenced with a moderate breze staysails set. wind about SW. steering NNE. middle and latter part steering N by E. at 7 AM. sent down the fore sail and mended it. and bent it again at 9 broke out fresh water. middle and latter part much like the first. so ends. Lat 29 50 S

Long 29 15 W

Sun 29th these twenty four hours commenced with a light breze all sail set steering N by E wind about S by W. at the 28 hour the lower studding sail employed the part part in drawing yarns seizeing stuff. at 4 PM sent out the boat boat. middle and latter part much like the first the weather gross fair so ends these twenty four hours Lat 27. 50 S

Long 29. 11 W

Mon 30th these twenty four hours commenced with a moderate breze steering S by E. wind about S SE. all sail set & think that we must have the trade winds. at 11 PM the wind hauled east about East. middle and latter part

From Cape Verd Isls to New Bedford April 30

Monday April 30th 1860

fresh breze. at 7 AM hoisted the lower studdingsail
halyards and tackle it in. and sent aloft
the Royalstudding sail booms (remain)
at 10 h.m the sail. at 11 strong gales reefing
and set the sail. Passed two sails. steered
Lat 24.53 S
Long 29.47 W

Tues. May 1st these twenty four hours commenced with
fresh breze all sail set. steering NBy E. wind
about Eby S at 10 AM saw the Bark Gem =
= Spot of Boston steering on the wind at
6 PM. Passed a large Ship with three royals
out and top masstuddingsail set. at 6 PM the
wind hauled about NE at 7 EbN E. took in
the studdingsails. Ship heading middle part to the
NE & E and latter part to the NbW. employed
the latter part in reefing down. Lat 22.42 S
Long 30.48 W

Wed 2nd these twenty four hours commenced with
a light breze all sail set steering by the wind
ship heading to the NbW wind about NE by E
employed in the Rigging and mending
Sperry sail. middle and latter part moderate. at
11 AM saw the Island of Trinidad on the starboard
beam. Ship heading to the NbE. Lat 20.44 S
Long 30.55 W

Th 3rd these twenty four hours commenced with a
moderate breze Tall and frequent squalls of
wind and rain employed to work in the
rigging. At at 4 PM saw the Island of Trinidad
two points abaft the Starboard beam thirty
miles distant by estimation. middle and
latter part light breze all sail set steering
NbW by E. on sail in sight. Lat 16.36 S
30.17
Long 29.47 W

Fri 4th this day commenced with a light breze from the
Eastward all sail set steering NbW E. by compass
at 2 PM Signalized an English Bark,
employed in Ships duty. middle and latter part
light breze: all sail set steering by the wind.
So ends. Lat 16.45 S Long 30.52. W

Remarks on Board Ship Addison Capt Lawrence

Saturday May 5th 1860

These twenty four hours commenced with a moderate breeze all sail set steering to the Northward. employed in Ship duty. the weather is getting very warm. middle and latter part light breeze at 7 A.M. set Latteenas studdingsail steering to the N. wind from the N.E. employed the latter part in coming up with the hitches up the lower rigging taring them. and then hitching them again.

Lat 14 37 S

Long 31 11 13 W

Sunday 6 these twenty four hours commenced with a light breeze all sail set braced sharp up ship heading to the Nord. one sail in sight of the lee bow employed in the rigging. at 2 A.M overtook the sail and passed it (a Bark). middle and latter part much like the first. Lat 12 11 26 S

Long 31 11 33 W

Monday 7th these twenty four hours commenced with a light breeze. all sail set steering by the wind heading nearly N. by compass (Westerly Variation 6° W) one sail in sight from aloft (astern) middle and latter part much like the first. at 7 A.M took out Molasses. Latteenas & Jogiban Studdingsail set & ends this day.

Lat 10 11 04 S

Long 31 11 54 W

Tuesday 8th this day commenced with a moderate breeze all sail set steering by the wind heading N by E one part of the time employed in the rigging and taring down the rigging middle and latter part much like the first two Sails in sight

Lat 7 11 48 S

Long 32 11 12 W

Wednesday 9th these twenty four hours commenced with a light breeze all sail set steering N by E employed in taring down. middle part the ship went one to the Westard (N by W) middle and latter part wind very light. employed taring down forward this day. employed the latter part in drawing rope yarns. sighted one sail in sight

Lat 6.06 S

Long 32 11 44 West

From Cape Horn to Fair Bedford. May 11th 1860

Thursday May 10th 1860

these twenty four hours commenced with a gentle breze all sail set steering by the wind course W by S. wind varing from S. E by E to E be S at 4 PM the Starbord watch finished tarring Stern rigging. at 6 PM Hoisted the Ships Pendt Square'd in the yards and set the lower Studd=dingsail. middle and latter part much like the first part. so ends.

Lat 5.. 00 S

Long 33.. 24 W

May 11th these twenty four hours commenced with a light breze all sail set steering S by W employed in making Sinnet. latter part employed bracing out water from between decks. middle and latter part much like the first part. 20 knds. Lat 3.40 S

Long 34.. 15 W

Saturday 12th these twenty four hours commenced with a light breze all sail set steering S by W. wind about E by S. employed bracing out between decks. middle part much like the first. latter part moderate employed. the latter part washing Ship inside. so ends this day

Lat 1.48 S

Long 35.. 37 W

Sunday 13th these twenty four hours commenced with a moderate breze all sail set steering SW employed the for part washing Ship inside. at 3 PM caught two Porpoises (or Coin Fish I should call them) at 11 AM broke out a Keg of Butter. middle and latter part much like the first part. by the Meridian Altitude we found the Ships true position to be 7 miles South of the Equinoctial Line

Note

the Ships Latitude is always carried forward to the time of observation for Mean time which is gineraly taken about this or four hours after the commencement of the Nautical Day

Lat 10.14 W

Long 36.. 16 W

Remarks on board Ship Addison

May Monday 14th 1860

these twenty four hours commenced with a moderate breze from about ESE all sail set steering NBy W. about 1.0 eased the line. middle and latter part light breze all sail set steering NBy W. at 2 PM kept the Ship NNW employed the latter part washing Ship outside.

Lat 1,,30 N.
Long 36,,45 W

Sunday 15th thes twenty four hours commenced with a light breze all sail set steering NW Wind about NE. at 1,40 PM the wind hauled abaft N took in the Studdingsails and braced sharp up employed the fore part in cleaning the missing machene. and at 4 PM put the Machene and deck pot down in the Fore Hold. latter part employed cleaning the spades and bygnots. Ship heading NWbW wind at NE by N. 20 knots

Lat 3,,16 N
Long 37,,01 W

Monday 16th these twenty four hours commenced with a moderate breze all sail set steering by the wind. Ship heading about NW by N on the Starboard tack employed painting Ship outside. midle and latter part equaly. at at 9 AM sent down the Fore and Mizen royal yards. sent the Sails and sent them aloft again. at 11.40 AM set the Mizen royal. 20 knots

Lat 3.43 North
Long 36,,31 West

Thursday 17th these twenty four hours commenced with a a moderate breze. and squaly. all sail set steering to the NBy W. wind from NE to NEbE at 1 PM Fore part topgalant braces taking the said fore topgalant braces for Mizen royal braces. at 3 PM scraped down the forechains midle part light with breze and squalls latter part fresh breze Ship heading to the Nord and Westward. employed the latter part baking out ships rats. and painting Ship outside

Lat 5,,04 N
Long 40,,26 W

From Cape Horn to New Bedford May 18th 1860

May Friday 18th 1860

these twenty four hours commenced with a fresh breeze & sail set steering by the wind. Ship heading about NW by N. employed the first part in painting ship at 2 PM stopped painting. on account of rain saw a sail at 2.40 took in M royal & flying jib at 4 PM took in fore and Mizen topgallantsail middle and latter part fresh breeze at 5 PM set the flying jib and mizen topgallantsail employed the latter part in painting and washing out water. so ends Lat 7.17 N

Long 42.26

Saturday 19th these twenty four hours commenced with a moderate breeze steering to the NW & W. at 1 PM set the M royal. wind about NE. at 4 PM took in the Main royal. middle and latter part fresh breeze employed the latter part in washing out fresh water and Mast head yards. the after part. so ends. Lat 9.18 N

Long 44.15 W

Sunday 20th these twenty four hours commenced with a fresh breeze from the NW & E. at 1 PM. set the Main royal. Ship heading about NW by W at 2 PM beat a ~~[illegible]~~ Squall. at 6 PM took in the Main royal. steering NW by N at 3.30 hauled in the weather braces hoisted the M & Mizen royal & set lofty sails and topgallantstaddingsails. middle and latter part much like the first part Lat 11.42

Long 46.21 W

Monday 21st these twenty four hours commenced with a fresh breeze from SW by E. all sail set steering NW by N. middle and latter part more moderate employed the latter part in painting Ship inside. at 9 AM. set the lower staddingsail.

we shall not be able to paint the ship outside. on account of being short of hands will be very thin paint work

Lat 13.56 N

Long 48.19 W

Remarks on board Ship Addison

May Tuesday 22nd 1860

these twenty four hours commenced with with a moderate breze all sail set. Steering from the N.E. by E. steering N.E. by N. all sail set. studdingsails low and abaft. employed painting Ship inside. painting the Mainskirt rail white. the waterway led ~~red~~ colour and the bulwarks. Mixed of a yellowish cream middle and latter part much like the fore part. at 9 A.M. raised a sail. steering probably for the West Indies. employed the latter part the same as the fore part. Lat. & Meridian Altitude. was, 15. 44 N

Wed. 23rd this day commenced with a light air. all sail set studdingsails low and abaft. one Sail in sight. at 4 P.M. the Sailors went in swimming. having ropes over the Ships sides to prevent getting astern of the Ship at 5 P.M. took in topgallant and lower Studdingsails. Ship heading west to westward. wind unsteady. middle and latter part moderate breze. employed the latter part painting down the lower rigging one Sail in sight. so ends Lat 17 11 12

Long 51 11 13

Thursday 24th these twenty four hours commenced with a moderate breze. all sail set steering to the N & W. wind from the N & E middle and latter part light breze. at 3 A.M. squared in the yards and set the Main topgallant studdingsail. at 11 A.M. the wind was about E.S.E. employed painting outside so ends these twenty four hours Lat 19 11 12 N

Long 52 11 30 W

Friday 25th these twenty four hours commenced with a light air sail set steering N.W. by N. finished painting this afternoon. Heaving mixed all the oil. middle and latter part much like the first part. so ends

Lat 20-12 N.

Long 53 11 21 W

From Cape Horn to New Bedford

May Saturday 26. 1860

these twenty four hours commenced with a light air from the S.E. all sail set steering N.W by W. middle and latter part much like the first employed the latter part bracing about. got a correct observation to day

Sunday 27 the these twenty four hours commenced with a calm. at 11AM on the 26 set the Larboard lowerstuddingsail. at 9PM braced sharp up took in larboard studdingsail and lowerstuddingsail. at 10 saw a number of Baird fish which came along side. middle and latter part much like the first part have not changed our position much for the last twenty four hours. sounds

no correct observation to day. as the Sun had commenced to fall before one bottled one for her. the Watch being so minute to stop

Monday 28. At three twenty four hours commenced with a calm. wheel lashed. all sail set a light air N.E. at 5AM saw two Fore & aft Schooners. at 6.40 lowerd the Larboard boat and went on board of her. after some pulling could not procure any as they said. that they had only some Bibles. it was the Elizabeth of New — N. S (English). bound from with a load of lumber bound to Barbadoes Barbadoes. (all well) employed in Ship duty. so ends. at 22 M

Lat 49 55 Lon 22 11

Tuesday 29th these twenty four hours commenced with a light breeze all sail set steering as the day before. at 2PM the wind came from the Northward hauled the yards sharp on the larboard tack. at 7PM. braced the yards on the Starboard tack and set studdingsails low and aloft. middle and latter part

Remark on board Ship Addison

Tuesday. May 29th 1860

latter part — moderate breeze. at 5 AM the wind hauled from SE by S. SS W. shifted over the studdingsails. nothing worthy of notice through the remainder of the day Lat 23.. 41 S Long 56. 21 West

Wednesday 30th these twenty four hours commenced with a moderate breeze. all sail set studdingsails low and aloft. steering S W by S. middle part a great quantity of lightning. and looked very squally at about 12 M. midnight took in the studdingsails. at 2 AM clued up the light sails. and clued down the topsails at 4 made sail. wind S W. at 2 AM the wind veered about S W. at 6 AM set studdingsails low and aloft. at 10 beat another S. S. M Studdingsail. latter part: fresh breeze so ends these twenty four hours Lat 25.. 45 S Long 57.. 31 W

Thursday 31st these twenty four hours commenced with a fresh breeze. from S W. steering S W by S all sail set. at 4 AM took in the Lee S S M studdingsail. at 1 PM broke out a cask of flour & a barrel of beef. at 6 PM the wind veered about S W. took in studdingsail and royal and clued up topgallantsails. and hauled sharp up. at 7.10 cared away the starboard fore topsail sheet. sharp lightning during the fore part of the night. latter part fresh breeze all sail set. at 7 AM set studdingsail at 9 took them in. so ends

Lat 27.. 11 S
Long 57.. 47 W

Friday June 1st. these twenty four hours commenced with a fresh breeze from the N W. all sail set steering by the wind. middle part Ship heading N N E. latter part Ship headed N by W. middle and latter part light breeze. at 6 AM clued up the Main topgallantsail and mended it. nothing worthy of notice through the remainder of this day Lat 25.. 80 S

Long 57.. 55 W

From Cape Horn to New Bedford Mass

Saturday June 2nd 1860.

these twenty four hours commenced with a light breze from the Westward. Ship heading to the N & W. middle part calm latter part moderate breze employed the latter part braking out fresh water from the pore hole. so ends these twenty four hours Lat 27° 33' S Lon 54° 26' W

Sunday 3rd these twenty four hours commenced with a light breze. all sail set. steering by the wind. Ship heading about N W by W. wind about W.S.W. saw two Sails in sight Schooners. one of them a Whaler. saw her shorten sail at sundown when they saw that they could not enter as. middle part light latter part light breze. at about 10 A.M. took in fore top-maststeddingsail and set the same ship heading about S W by W. wind by no Meridion Altitude it is Lat 30.. 41 S Long 60.. 02 W

Monday 4th. these twenty four hours commenced with a fresh breze. Ship course by compass heading N W by W. wind about W. by S middle part light air. at 11 P.M. Ship headed N by west Ship and stood on the Starboard tack heading S.W. by W. three hours. more Ship stood to the S and E. latter part moderate breze, so ends this day Lat 31.. 41 S Long 60.. 17 W

Tuesday 5th these twenty four hours commenced with a light breze all sail set. steering S W by W at 3 P.M. squared the yards in a fresh gale at 4 P.M. raised a sail three points forward of the weather beam. at 5 P.M. [illegible] in the studdingsails. royals & clewed the royal sails up. during the squall split the main topmaststaysail all to pieces & at 4 A.M. set the Main & Mizzen topgallantsail. and braced sharp up. latter part fresh breze so ends these twenty four hours Lat 33.. 15 S Long 62.. 59 W

Remarks on board Ship Addison of NB

Wednesday. June 6. 1866

these two first four hours commenced with a fresh breeze from the S.W. steering N.W. by compass. at 3 P.M. took in the flying jib & Mizen topgallantsail at 5.30 M. H.G sail. and double reefed the topsails at 1 A.M. took in the jib and close down the Mizen topsail. at 2.30 handed the M. sail. very sharp lightning and thunder. the heavens appeared to be illumin all over with the lightning.

this night has been a very disagreable night. at 3 A.M. set the mainsail and jib and turned one reef out of the main. H.G. at 10 turned out the other one. Latter part steering breeze. so ends Lat-35.25 N. Long 65.11 W

Thursday 8th. the first twenty four hours commenced with a steering breeze from S.W. at noon A.M. Ship under reefed M. Mizen topsail and main topsail. at 6 P.M. took in one reef out of the M. sail & furled the main = H.G.sail. at 6 set H.G sail over a single reefed fore topsail and flying jib at 10 take in the flying jib at 2. A.M. took in H.G sail and Steamer in sight. 9 A.M. took in M H.G sail at. at 10 turned the reefs out of the fore & Mizen topsail and set the M & Mizen topgallantsail. latter part weather fine saw three sails during these twenty four hours. so ends. Lat-37.00 N Long 67.18 W

Friday 9th. this twenty four hours commenced with a light breeze and very constant and steady rain. at 7 P.M. set the H & Mizen topgallants. at 12 steering breeze. main top gallant sail heading about N.W. at 6 A.M. took in main topgallantsail and latter part stood for the S & W. at 9 A.M. set the topgallantsail & flying jib. Lat-38.45 N. Long 67.45 W.

Saturday 7 Sunday 16

[illegible] Cape Horn to Mare Bay [illegible]
[illegible] Saturday 7 [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible]

Remarks on board Ship Addison

Monday 11th June 11th 1660

these twenty four hours commenced with a moderate gale. ship under double reefed topsails and courses. Ship on the Starboard tack at 1 PM. on the jib. at 2 PM wore ship and stood to the [illegible] at 4 PM. wore ship and stood to the W. at 6 PM took in the jib. at 8 PM. set the jib. at 9 tacked the ships out of the N. & said and ship heading NNE. on the Larboard tack. three sails in sight all on the wind at 6 set the topgallantsails. fresh breeze. at end of the day spoke the Bark Amides of Hoop Well. bound to Boston. Lat 39.00 S. Long 69.00 5'8 W

Tuesday 12th these twenty four hours commenced with a fresh breze. topgallantsails set steering on the wind. Ship heading [illegible] on the Larboard tack and SSW on the Starboard tack. four sails in sight all on the wind. at 1 PM. reefed & sheeted down the mast forward. we doe not appear to make much progress towards home for the last few day. at 9 PM tacked ship and headed about NW by W. all sail at 3 AM fresh breze. tooke in flying jib. at 5 ship tacked & [illegible] ship and stood to the Westward. latter part light air steering NW by N. three sails in sight Lat 39.50 S Long 71.00 41.00 W

Wednesday 13th these twenty four hours commenced with a light [illegible] all sail set steering NW by N three sail in sight all bound in towards the coast at 3 PM the wind headed about W by S ended pleasant breze. set topsails and topgallantsail. at 9 PM. fresh [illegible] all hands royal and topgallantsail. at 3.00 raised Montaigne bright bearing about E by E. at 4 PM set the royal. and raised Land (being off shore) [illegible]

Off Block Island June 13th 1860
Wednesday

[illegible]

dingy sails. 7 sail in sight. at 7 AM. the Pilot came on board Ship Stephen Allen. (a Pilot boat) from the Schooner Hornet. this vessel had left here 4 hours since. but [illegible] [illegible] [illegible]

George L Bowman Dr.

To Ship Addison owners. for Value received

February 13th 1860. to one share of Ohio Shoes

Note of Hand

For value received I promise to pay to
_____ all my right and title to the
seasons catching on board of the Ship
_____ for the North West season of 18__

Honolulu
March __ __

Mr. John H. Bartlett James Town N. Y. U. S.
Mr. Wm. Conger of Ty
Mr. Robert Bardsley of Ty Island

Mrs Bates Poughkeepsie N.Y. Union Street No 12

Mr Albert Allen. New Bedford. Bureau. $1-245

116